

PART 1 GENERAL																					
1. AIRCRAFT ACCIDENT BOARD APPOINTED BY	2. SERIAL NO.	3. DTG (LOCAL)	4. MODEL AIRCRAFT	5. BUREAU NUMBER																	
Commanding Officer VF-103	1-694	121440H DEC	F4J	155831																	
6. TO: Commander, Naval Aviation Safety Center	7. VIA: COM CVW THREE	8. TIME OF DAY	9. LOC. OF MISHAP	10. DAMAGE																	
COMFAIRNORFOLK		1600/40H Oceana TACAN		ALFA																	
COMNAVAIRLANT		11. TIME OF DAY	12. TIME IN FLIGHT	13. FLIGHT CODE																	
		DAY	0 + 25	1A11																	
14. CLEARED		15. TYPE CLEARANCE		16. AIRSPEED	17. A/C WEIGHT																
FROM: N.A.S Oceana		Local		Unknown	44,000 (E)																
18. BRIEF DESCRIPTION OF MISHAP		19. ELEVATION AT TIME OF MISHAP																			
Upright spin resulting in impact with the water. Aircrew ejected at very low altitude		S. L. 0		TERRAIN 0																	
20. LIST MODEL, DUNO REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)																					
N/A																					
<table border="1"> <thead> <tr> <th>FACTOR</th> <th>V</th> <th>FACTOR</th> <th>V</th> <th>FACTOR</th> <th>V</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>										FACTOR	V	FACTOR	V	FACTOR	V						
FACTOR	V	FACTOR	V	FACTOR	V																

(b) (5)

SECTION B. CONTRIBUTING FACTORS

1. NAME (Last, first, & middle initial)	2. RANK/RATE	3. FILE SERVICE NO.	4. DESIG. NATOPS	5. BRANCH OF SERVICE	6. AGE	7. YEARS EXP. DCA	8. POSIT.	9. POSITION	10. CODE																																																																								
PILOT (at controls at time of mishap)																																																																																	
O'CONNOR, Craig T.	LT	(b) (6)	1315	USNR	(b) (6)	1	NO	Front Seat	L																																																																								
CO-PILOT (Identify & submit separate page 1)																																																																																	
RIO, TYPER, Roger D. LT			1325	USNR		3	RIO	Back Seat	L																																																																								
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AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63) Page 3

SPECIAL HANDLING REQUIRED in accordance with
Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

1. EQUIPMENT INVOLVED <input type="checkbox"/> CATAPULT <input type="checkbox"/> ARRESTING GEAR <input checked="" type="checkbox"/> N/A		2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED
6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION OF SHIP	9. LANDING BRIDGE AND BRITOLE ARRESTER		
10. CATAPULT/ARRESTING GEAR BULLETIN OR NUMBERING USED					

G. SHIPS DATA

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents of routine damage to cables, weldings and other expendable equipment need not be reported herein.						
ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS		15. ACCUMULATOR PRESSURE (PSI)	16. COMMENTS (for cable failures specify no. landings and months in service)
			CONSTANT PRESSURE			
			DOME (P.S.I.)	RATIO		
DECK PENDANT	N/A					
DECK PENDANT						
CARRIER/BARRICADE						

H. DEPLOYMENT

1. DATE DEPLOYED COMUS <input checked="" type="checkbox"/> N/A		3. DAY HOURS/LANDINGS SINCE DEPLOYMENT	4. DAY HOURS/LANDINGS LAST 30 DAYS
2. NO. DAYS OPERATING PERIOD		5. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT	6. NIGHT HOURS/LANDINGS LAST 30 DAYS
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED			

I. WEATHER

WEATHER AT SCENE OF MISHAP					
1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE RUNWAY <input checked="" type="checkbox"/> N/A OUTSIDE AIR <input checked="" type="checkbox"/> 48°	5. DEW POINT 18°	6. ALTIMETER SETTING 30.39
7. OTHER WEATHER CONDITIONS (wind shift, icing level, sea state, density altitude, as appropriate) Sea state calm/sea water temp 52°					

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS	2. DISTRIBUTION
			N/A	2cc NAVAVPRO DIRECT (AAR) 1cc NAVAVPRO DIRECT (AAR) 1cc COM CVN THREE 1cc COMEIRNORFOLK 2cc COMNAVAIRLANT 1cc NAVPRO ST LOUIS 1cc NAVROS PRECFAC
COST DAMAGE TO:			3. GOVERNMENT PROPERTY N/A	4. PRIVATE PROPERTY
			5. DATE SUBMITTED TO CO 12-27-68	

PART IV SIGNATURES OF

Part V The Accident

On the afternoon of 12 December 1968, LT O'CONNOR and LT TYPER were scheduled in Clubleaf 203 (F4J BuNo 155831) as wingman on a local area training flight. The flight leader was scheduled in Clubleaf 211 and briefed for a two plane practice radar intercept hop. Fleet Anti-Air Warfare Center (Dam Neck, Va.) was scheduled as air intercept controller. The primary mission of the flight was for Clubleaf 211 to make radar intercepts on Clubleaf 203. Clubleaf 203 was briefed as bogey for the entire flight and was specifically instructed not to engage in any air combat maneuvering.

LT TYPER had been scheduled as RIO in Clubleaf 203 on an earlier flight that day. After the flight, he had indicated to the AT Troubleshooter, that Clubleaf 203 was without TACAN, ADF and Auxiliary Receiver. The troubleshooter had applied external power to the aircraft and noted that the CNI circuit breaker (position 2K) was popping out when the port wheel well CNI switch was placed in the ON position. This circuit breaker check was performed with all CNI equipment (i.e. TACAN, UHF, Auxiliary Receiver and IFF) turned off. The troubleshooter informed maintenance control about the circuit breaker problem and briefed LT O'CONNOR and LT TYPER about this condition in Clubleaf 203. Maintenance Control placed the aircraft in an up status for VFR flight. LT O'CONNOR and LT TYPER concurred and departed to man aircraft.

Preflight was normal. When external power was applied to the aircraft, LT TYPER noted that the CNI circuit breaker had popped out when the port wheel well CNI switch was placed in the ON position. He summoned the AT Troubleshooter to the rear cockpit. The troubleshooter requested that the aircraft be downed by the aircrew. LT O'CONNOR and LT TYPER decided to accept the aircraft and check the circuit breaker on aircraft power.

Clubleaf 203 was started. During the post start line checks, LT TYPER signalled to the troubleshooter on the ground that the circuit breaker had popped out again. Post start checks were completed and the aircraft taxied clear of the line area.

Following takeoff, both aircraft switched frequency to Dam Neck for radar close control. Clubleaf 211 was assigned station 1700/20 at 16,000 and Clubleaf 203 was assigned 1700/70 at 15,000 feet. Dam Neck control did not hold Clubleaf 203 on radar and requested "Squawk Flash" for IFF identification. Dam Neck reported "No Joy on Squawk Flash". LT TYPER then reported "We are having trouble with other equipment in that area".

At this time Dam Neck Control was holding both aircraft intermittently on straight video and vectored both aircraft on the first intercept. Clubleaf 211 completed the first intercept with a stern reattack and noted 50 to 70 knots overtake at 320 KCAS and 15,000 feet. Clubleaf 203 was asked for a speed check and replied "250 KCAS". At breakaway

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES"

Dam Neck vectored Clubleaf 211 to proceed 180° and Clubleaf 203 to proceed 360°. The second intercept commenced with 50 miles opportunity. Clubleaf 211 was vectored north as fighter and Clubleaf 203 was vectored south as bogey at 16,000 and 15,000 feet respectively. At about 40 miles separation, Clubleaf 211 had four targets on the scope from the nose to approximately 30° right, all at about the same velocity. Dam Neck continued to give Clubleaf 203 magnetic bearing and distance to Clubleaf 211. Clubleaf 211 tried two lock-ons but returned to search because of multiple contacts. At 10 miles separation Clubleaf 211 reported a tally-ho on 2 A-6 aircraft (dead ahead, 5 N.M. range) heading south at a lower altitude. Dam Neck confirmed strangers in the vicinity. — Clubleaf 211 then transmitted "Do you have the A-6's in sight?" and LT TYPER (Clubleaf 203) replied that they did. The two A-6 aircraft later reported that they were heading south on a two plane gunsight tracking exercise at 7,500 feet, 30 N.M. south of NAS Oceana. They had observed a single F4 pass high overhead from eleven o'clock in level flight. The A-6 aircraft remained clear of the F-4 flight path and did not observe the F-4 attempt to engage. Clubleaf 211 then asked Clubleaf 203 where he was in relation to the two A-6's. No answer was received. Clubleaf 211 started an easy starboard turn to the east to keep from overshooting the intercept. At that instant the pilot of Clubleaf 211 acquired visual contact with an aircraft in an upright spin at about 9,000 feet. Range to the spinning aircraft was about four miles at this time. Clubleaf 211 continued to close the spinning aircraft, broadcasting "aircraft spinning, eject, eject". Three and one half revolutions were observed prior to impact with the water. Both the pilot and RIO in Clubleaf 211 observed two bright red flashes and one chute deploying just prior to water impact. The distance was too great to observe seat separation. Clubleaf 211 then transmitted a downed aircraft mayday on guard. Clubleaf 211 orbited the impact sight and observed two chutes in the water about 50 to 100 feet from the impact area. One chute appeared fully deployed and the second chute appeared partially deployed. Both chutes sank about one minute later. There was no sign of the aircrew in the water. Coast Guard C-130, #1414, responded to the mayday call and arrived overhead about 5 minutes later. Oceana SAR Helo arrived on scene about 25 minutes later. Recovery results were negative. The impact area was 160° magnetic, 40 nautical miles on the Oceana TACAN. SAR was later augmented by USCGC Cherokee (WMEC 165). SAR secured the following day with negative results and the aircrew was presumed lost at sea. This mishap occurred approximately 25 minutes after takeoff. Fuel on board Clubleaf 211 during the second intercept was about 12,000 pounds. Estimated gross weight of Clubleaf 203 during the spin is 44,000 pounds. Aircraft speed at impact is unknown. ✓

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES"

Part VI Damage to the Aircraft

F4J Buno was lost at sea after impacting with the water in a fully developed upright spin. Witnesses estimated impact angle at 60 degrees nose down. Chart depth at point of impact varies from 54 to 90 feet and is located about five miles offshore on the 160° magnetic/40 nautical miles, Oceana TACAN. Disposition of the wreckage is undetermined due to underwater location.

An attempt was made to locate and mark the wreckage on 22 December by USS BOLD (MSO-424) and USS PULLWARK (MSO-425). Both minesweepers conducted an expanding search about the crash sight coordinates with negative results. ✓

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES"

Part VII The Investigation and Analysis

(b) (5)



"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES"

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(b) (5)



"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES"

(b) (5)



"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES"

Part VIII Conclusions

(b) (5)



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Part XIV Recommendations

(b) (5)



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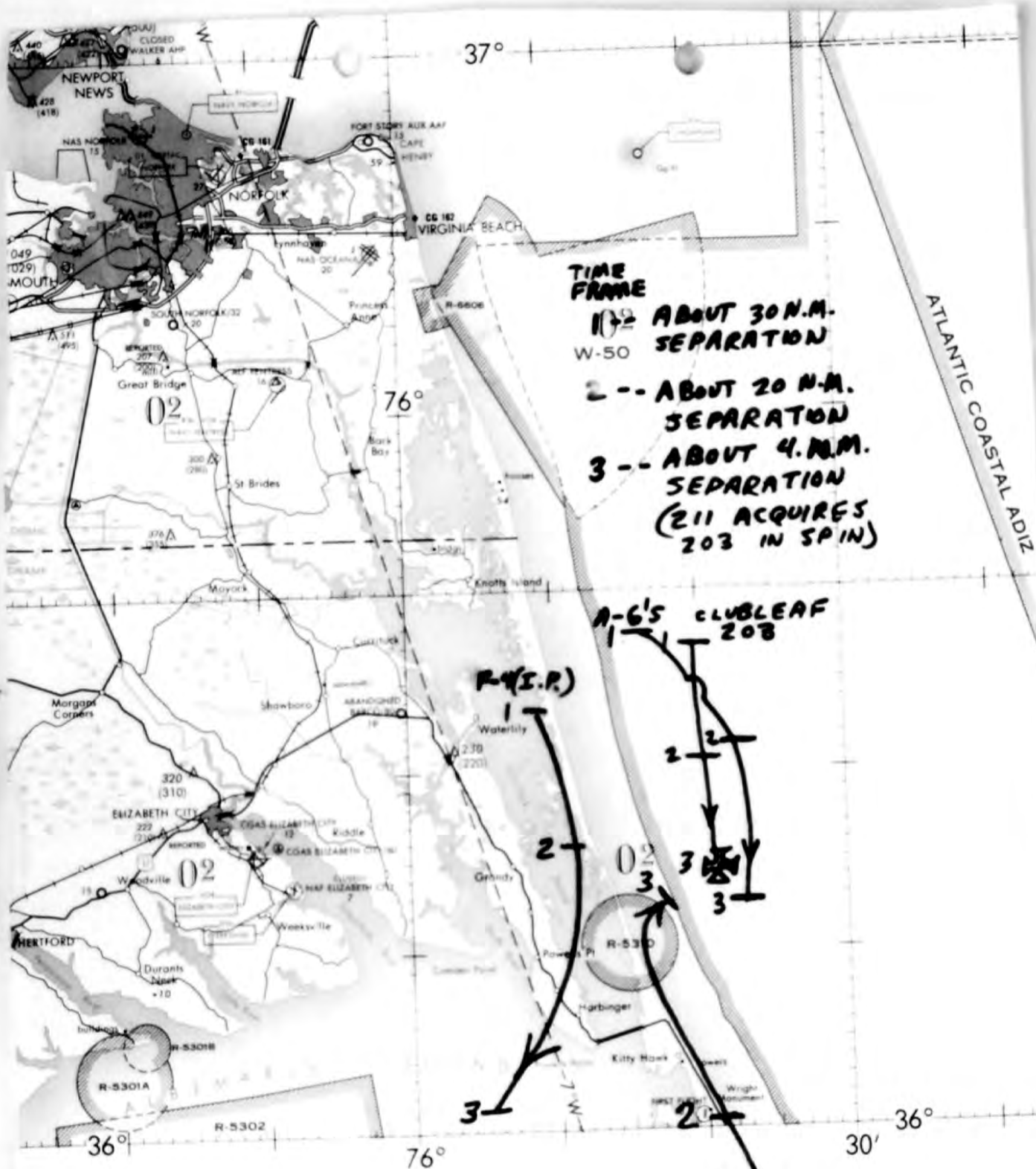
INDEX OF ENCLOSURES

- (1) MOR
- (2) Maintenance Officer's Statement
- (3) Aircrew Survival Equipment Officer's Statement
- (4) Flight Leader's (Pilot) Statement
- (5) Flight Leader's (RIO) Statement
- (6) Pilot's Statement (Pilot of Clubleaf 203 on Flight prior to mishap)
- (7) AT Troubleshooter's Statement
- (8) Maintenance Control Chief's Statement
- (9) #1 Plane Captain's Statement
- (10) #2 Plane Captain's Statement
- (11) Radar Controller's Statement
- (12) A-6 Section Leader's Statement
- (13) F-4 Instructor Pilot's Statement
- (14) Chart of track over the ground
- (15) Rescue Report

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES"

The Medical Officer's
Reports were withheld
entirely under
exemptions (b)(5)
and/or (b)(6) of the
FOIA.

All statements withheld
under exemption (b)(5).



"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES"
 Enclosure(14) to VF-103 AAR 1-694 of 12 December 1968

RESCUE REPORT
OPNAV FORM 3750-13 (3-63)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV P3750.6E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750.14

1. FROM NAS Oceana, Virginia Beach, Virginia		2. DATE OF WISHP 12-12-68	2A. DATE OF RESCUE -----
3. LOCATION AND DUTIES OF RESCUE VEHICLE NAS Oceana SAR Helicopter		4. RESCUE VEHICLE (Type/model) UH-34J	
5. NUMBER OF PERSONNEL 4	5A. IN RESCUE VEHICLE OR ON RESCUE TEAM 4	5B. TO BE RESCUED 2	5C. RESCUED 0
		6. RESCUE BACK UP MEANS CH-19E	
7. TIME SEQUENCE OF EVENTS (Local Date Time Group)		8. WEATHER CONDITIONS AT RESCUE SITE	
2A. Alert Received 1441	Method Crash report heard by tower Duty SAR pilot notified by phone	8A. WATER TEMPERATURE 49 °F	8B. AIR TEMPERATURE 48 °F
		8C. WIND VELOCITY Calm	
2B. Vehicle Departed 1445	Distance to Scene 42 NM	9. SEA STATE/PAVE HEIGHT/FREQUENCY TERRAIN DESCRIPTION Sea calm/wind calm/WX clear/visibility 15+ NM	
2C. Arrived on Scene 1512	Search Required Local search of wreckage		
2D. Located Survivor(s) -----	Method of Locating -----		
2E. Began Retrieval -----	What Was Sighted First -----		
2F. Ended Retrieval -----	Subsequently -----	10. EQUIPMENT/ACTUALLY USED DURING RESCUE X872 Rescue Net	
2G. Survivor(s) Disembarked -----	Location (If different from Item 3) -----		

10. DIFFICULTIES ENCOUNTERED: (List all difficulties and effect on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)

Rescue net sea anchor was lost during attempts to recover floating debris.

11. PERSONNEL REQUIRING RESCUE	12. GIVE REASON FOR RESCUE	13. FACTORS COMPLICATING RESCUE ATTEMPT
NAME-LAST FIRST INITIAL		Physical condition, ignorance of equipment, sea state, etc.
N.A.		

12. REMARKS: (Training of rescue teams or crews, communication equipment/technique, external equipment/technique, rescue vehicle)

Searched as directed by OSC. No survivors sighted. Attempts to recover wreckage from the water were unsuccessful because rescue net could not be stabilized in water after sea anchor was lost. Released by OSC at 1725R due low fuel state.

Plane Commander: (b) (6) 1315

13. ATTACH ENCLOSURES: Narratives of search, location and retrieving—Survivor's statements

14. NAME AND TITLE OF SUBMITTING OFFICIAL

SIGNATURE OF SUBMITTING OFFICIAL

(b) (6)

NNNN

ZCZC NASCB573CZCSL3539
RTTEZYUW RUCILMA9114 3541889-EEEE--RUCILSA.
ZNY EEEEE
R 191809Z DEC 68
FM COMNAVAIRLANT
TO RUEDNKA/CINCLANTFLT
INFO RUEDNKA/CONSERVLANT
RUCLEDA/COMINELANT
RUEBNSA/CONFAIRNORVA
RUCLSKA/COMAIRCARAIRWING THREE
RUEBNSA/CCCD FIVE
RUEBSKA/FITRON ONE ZERO THREE
RUCILSA/NAVSACFEN
BT

573 A

M 4 M

5442 ACFT SALVAGE
A. CONFAIRNORVA 191718Z DEC 68 PASEP
1. REQ SEARCH AND SALVAGE SVCS FOR FJ CITED REF A.
BT

9114

FHJ/155831

VF-103 1-69A

12-12-68

DEC 191809Z

NNNNZCZCNASCB4270SLB268
RTTEZYUW RUEBNBAC012 353212Z-EEEE--RUCILSA.
ZNY EEEEE
R 182120Z DEC 68
FM COMFAIRNORFOLK
INFO RUCILSA/NAVSAFECEN
R 181720Z DEC 68
FM COMFAIRNORFOLK
TO RUCILMA/COMNAVAIRLANT
INFO RUEDNKA/CINCLANTFLT
RUCLRDA/COMINELANT
RUEBNSA/CCODFIVE
RUEDNKA/COMSERVLANT
P R 162123Z DEC 68
FM FITRON ONE ZERO THREE
TO RUEBNBA/COMFAIRNORFOLK
INFO RUCLSKA/COMATKCARAIRWING THREE
BT

427A

mm/A1

5442 AIRCRAFT SALVAGE
A. VF103 132226Z DEC 68
1. REQUEST PROVIDE UNDERWATER SALVAGE F4J, 155831 LOST 12 DEC IN
ACCIDENT REPORTED REF A.
2. ALL KNOWN WITNESSES HAVE BEEN INTERVIEWED RESULTING IN NO
KNOWN CAUSE FACTOR FOR MISHAP.
3. FLIGHT LEADER WHO OBSERVED MISHAP POSITIONS CRASH SITE AT 160

PAGE TWO RUEBNBA2006 UNCLAS E F T O
DEGREES MAGNETIC, 40 NAUTICAL MILES NAS OCEANA TACAN. USCGC
CHEROKEE REPORTED BOTTOM DEPTH OF EIGHT TO NINE FATHOMS IN
GENERAL VICINITY.

4. SQUADRON CONTACT FOR SALVAGE OPS LCDR (b)(6) EXT 974 NAS OCEANA.
BT
0010

182120Z
181720Z

-162125Z

F4J/155831 VF-103 1-69A 12-12-68

NNNN

ZCZ CNASCB42SLB270
RTTEZYUW RUEBNBAG011 3532122-EEEE--RUCILSA,
ZNY EEEEE
R 182122Z DEC 68
FM COMFAIRNORFOLK
INFO RUCILSA/NAVSAFECEN
R 181722Z DEC 68
FM COMFAIRNORFOLK
TO RUCILMA/COMNAVAIRLANT
INFO RUEDNKA/CINCLANTFLT
RUCLBDA/COMINELANT
RUEBNSA/CCGD FIVE
RUEDNKA/CONSERVLANT
P R 170006Z DEC 68
FM FITRON ONE ZERO THREE
TO RUEBNBA/COMFAIRNORFOLK
INFO RUCLSKA/COMATKCARAIRWING THREE
BT

426A

Mdm / M

5442 AIRCRAFT SALVAGE

A. MY 162125Z DEC 68

1. REQ ADD FOL INFO TO REF A WRECKAGE IS NOT MARKED. ORDNANCE
EQUIP IS EXPLOSIVE BOLTS ON INBOARD WING STATIONS AND CENTERLINE
FUEL TANK EJECTOR CARTRIDGE. AWG-10 RADAR SYSTEM CLASSIFIED
CONFIDENTIAL.

BT

0011

F4J/155831

VF-103
1-69A

12/12/68
182122Z
181722Z
170006Z

NNNNCZCSLB260

PTTEZYUW RUEBEDA0504 3532052-EEEE--RUCILSA.

ZNY EEEEE

P R 182052Z DEC 68

FM FITRON ONE ZERO THREE

TO RUCILSA/NAVSAFECEN

INFO RUENAAA/CNO

RUEBBHB/NAVAIRSYSCOMHQ

RUCILMA/COMNAVAIRLANT

RUEBIBA/COMFAIRNORFOLK

RUCLSKA/COMATKCARAIRWING THREE

BT

3750 FITRON 103 AAR 1-69A

A. NAVSAFECEN 172300Z DEC 68

1. FOL PROVIDED IN RESPONSE TO REF A:

A. EVIDENCE OF MATERIAL FAILURE/MALFUNCTION-NEGATIVE

B. AVOIDANCE/ACM MANEUVER-NEGATIVE

C. ALL OCEANA A-6 PILOTS THOUGHT TO BE FLYING IN OR NEAR MISHAP AREA AT TIME OF ACCIDENT HAVE BEEN INTERVIEWED, HOWEVER NOT ALL WHO WERE AIRBORNE. ADDITIONALLY ONE PILOT FROM NORFOLK AND ONE FROM PAX RIVER WHO WERE OPERATING IN GENERAL AREA HAVE BEEN INTERVIEWED.

D. NO TRANSMISSIONS RECEIVED FROM MISHAP F-4 AFTER TALLEY-HO RPT.

BT

00504

F4J/155831

VF-103
1-69A

12/12/68

424/
225/12

NN

SLB274

RTTEZYU RUEBNBA0212 3532124-EEEE--RUCILSA.

ZNY EEEEE

R 182124Z DEC 68

FM COMFAIR NOR FOLK

INFO RUCILSA/NAVSAFE CEN

R 181718Z DEC 68

FM COMFAIR NOR FOLK

TO RUCILMA/COMNAVAIRLANT

INFO RUEDNKA/COMSERVLANT

RUCLBDA/COMINELANT

RUEDNKA/CINCLANT FLT

RUEBNSA/CCGD FIVE

RUEDBDA/FITRON ONE ZERO THREE

RUCLSKA/COMATKCAR AIRWING THREE

BT

5442 AIRCRAFT SALVAGE

A. FITRON ONE ZERO THREE 162125Z DEC 68 PASEP

B. FITRON ONE ZERO THREE 173006Z DEC 68 PASEP

1. THE PAUCITY OF INFO REGARDING THIS ACCIDENT, THE ABSENCE OF TRANSMISSIONS FROM THE CREW PRIOR IMPACT, AND THE FACT THAT THE A/C INVOLVED WAS OF RECENT MANUFACTURE, MAKE IT HIGHLY DESIRABLE THAT EVERY EFFORT BE MADE TO DETERMINE CAUSAL FACTORS.

2. IF FACILITIES AND FORCES CAN BE MADE AVAILABLE,

PAGE TWO RUEBNBA0205 UNCLAS E F T O

RECOMMEND SEARCH AND SALVAGE OPERATIONS BE CONDUCTED TO ASSIST ACCIDENT INVESTIGATION. REFS A & B PERTAIN.

BT

0212

F4J/155831

VF-103
1-69A

12/12/68 182124Z
181718Z

MESSAGE DRAFT

CLASSIFICATION

DATE 17 DECEMBER 1968

FROM NAVAL SAFETY
CENTERDRAFTED BY
CDR

(b) (6)

DEPT
AAD

(b) (6)

ACTION

FITRON ONE ZERO THREE

PRECEDENCE

MAIL	
NIGHT MESSAGE	
ROUTINE	X
PRIORITY	
OP IMMED	
EMER	
FLASH	

INFO

CNO
NAVAIRSYSCOMHQ
COMNAVAIRLANT
COMFAIRNORFOLK
COMATKCARAIRWING THREE

TEXT

(PAGE 1 of 2)

UNCLAS E F T O

3750 FITRON 103 AAR 1-69A: REQUEST FOR SUPPLEMENTAL INFORMATION

- A. OPNAVINST 3750.6F
- B. YOUR 130020
- C. YOUR 132226Z

1. REF B AND C REPORTED MISHAP INVOLVING F-4J BUNO 155831 OCCURRING 12 DEC 68. IN ORDER TO ASSIST IN DETERMINING REQUIREMENT FOR INDEPENDENT NAVFAFECEN INVESTIGATION AND TO AID ACCIDENT ANALYSIS, FOLLOWING INFO REQUESTED:

- A. IS THERE ANY EVIDENCE OF MATERIAL FAILURE/MALFUNCTION?
- B. IS THERE ANY EVIDENCE THAT THE ACCIDENT F4 ATTEMPTED TO AVOID THE FLT OF A6S OR ENGAGE IN AIRCOMBAT MANEUVERING WITH THE A6'S WHICH WOULD SUGGEST A PILOT INDUCED STALL/SPIN?
- C. HAVE ALL LOCAL A6 PILOTS BEEN INTERVIEWED CONCERNING THE ACCIDENT?

REFERENCE MESSAGE

TRANSMIT BY
RADIO -

CLASS OF REF

CWO

TOR COMM OFFICE

DATE/TIME GROUP

F4J/155831

VF-103
1-69A

12/12/68

See VF 103
130020

O'Connor

MESSAGE DRAFT

CLASSIFICATION

DATE

FROM NAVAL SAFETY
CENTER

DRAFTED BY

DEPT

RELEASED

ACTION

PRECEDENCE

INFO

MAIL

NIGHT
MESSAGE

ROUTINE

PRIORITY

OP IMMEDIATE

EMER

FLASH

TEXT

(Page 2 of 2)

B. TRANSCRIPT OF MISHAP F-4 RADIO TRANSMISSION AFTER
REPORTING TALLY-HO.

~~1. INFO ADDRESS BELONGS TO COMMUNICATION REQUESTED INFORMATION
AS REFERENCE.~~

REFERENCE MESSAGE

TRANSMIT BY
RADIO -

CLASS OF REF

CWO

TOR COMM OFFICE

DATE/TIME GROUP

172300Z

PAGE THREE RUEBEDA0187 [REDACTED]
WITH FAAMTC (CLINCH CONTROL) DANNECK, VA. LEAD AIRCRAFT HAD COMPLETED
ONE INTERCEPT AS FIGHTER AT 16,000 FEET AND 300 KCAS. WINGMAN WAS
ASSIGNED 15,000 FEET AND 300-350 KCAS AS BOGEY. LEADER COMMENCED SECOND
INTERCEPT AS FIGHTER WITH 50 MILE SEPARATION AND PROCEEDED TO CLOSE
WINGMAN (BOGEY) ON A FORWARD QUARTER INTERCEPT. LEADER OBSERVED TWO

A-6 AIRCRAFT AHEAD AND IN PATH OF INTERCEPT TRACT. LEADER ADVISED WING
MAN OF PRESENCE OF OTHER AIRCRAFT AND WINGMAN RESPONDED WITH TALLO-NO.

SUSPECTING RADAR LOCK ON WRONG TARGET IN AS MUCH AS A-6S AND F-4 ON
APPROXIMATELY SAME TRACT, SPEED AND ALTITUDE, LEADER REQUESTED WINGMAN'S
POSITION IN RELATION TO OTHER AIRCRAFT AND RECEIVED NO RESPONSE. SECONDS
LATER WINGMAN'S AIRCRAFT OBSERVED BY LEADER IN FULLY DEVELOPED UPRIGHT
SPIN AT ABOUT 9,000 FEET. LEADER OBSERVED THREE AND ONE-HALF REVOLUTIONS
PRIOR TO IMPACT. AIRCRAFT ENTERED WATER WITH 60 DEGREE NOSE DOWN ALTITUDE.
LEAD AIRCRAFT OBSERVED TWO RED FLASHES FROM EJECTION SEAT (MK-H7) ROCKET
MOTORS AND ONE CHUTE BLOSSOMING JUST PRIOR TO AIRCRAFT IMPACT WITH WATER.
DISTANCE WAS TOO GREAT TO OBSERVE SEAT SEPARATION. LEADER CIRCLED IMPACT
AREA AND NOTED ONE CHUTE FULLY DEPLOYED AND A SECOND CHUTE PARTIALLY
DEPLOYED LYING IN THE WATER ABOUT 50 FEET FROM THE IMPACT AREA. BOTH
CHUTES SANK ABOUT ONE MINUTE AFTER WATER ENTRY. NO SIGN OF AIRCREW IN

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PAGE FOUR RUEBEDA0187 [REDACTED]
WATER. FIXED WING AND HELO SAR ARRIVED ON THE SCENE: NEGATIVE RECOVERY
RESULTS.

12. HIGH SCT CIRRIFORM, VIS 7, WIND LST AND VAR, TEMP 47, DPT 17
SEA COND CALM
13. MAINTENANCE NOT CONSIDERED AS A FACTOR AT THIS TIME.
14. MATERIAL FAILURE/MALFUNCTION NOT CONSIDERED AS A FACTOR AT THIS TIME.
15. NONE
16. WRECKAGE IS SUBMERGED IN 54-90 FEET WATER ABOUT FOUR MILES OFF SHORE
17. (b) (6) LDCR, USN, VF-103 ASD, AVN 555-1600 EXT 971, 972, 973
A/C 703 425-2222 EXT 971
BT
0187

1322262

NNNNZCZCNASCB0810ZCSLB118
 RTTUZYUW RUEBNSA3500 3490020-UUUU--RUCILSA.
 ZNR UUUUU
 R 132250Z DEC 68
 FM CCGDFIVE
 TO ZEN/COEASTAREA CCGARD.
 INFO ZEN/CONDT CCGARD
 RUCILSA/FTIRON ONE ZERO THREE
 RUEBNBA/CONFAIR NORVA
 RUCILSA/NAVAL AVIATION SAFETY CENTER
 RUCILSA/HEL SUPPRON SIX
 RUEREDA/NAO OCEANA

801A

AAO! A1/Records

RUEBNKA/COGARD INSTA ECITY
 ZEN/CGC CHEROKEE
 BT

SITREP TWO AND FINAL F-4 NAVY/55831 CRASHED

1. SITUATION:

- A. CONDUCTED SEARCHES AS OUTLINED IN SEARCH PLAN.
- B. NAVY COURAGEOUS 47 ON SCENE 2200R RELEASED 1127R.
 CONDUCTED PS ON BRAVO-2 THEN CICS ON BRAVO-3.
- C. NAVY COURAGEOUS 82 ON SCENE 2315R RELEASED 1128R.
 CONDUCTED PS ON BRAVO-2 THEN CICS ON BRAVO-3.

PAGE 2 RUEBNSA3500

- D. HH52 CGNR 1425 ON SCENE 2750R RELEASED 1040R.
 CONDUCTED CSC ON BRAVO-3.
- E. HU16 CGNR 2135 ON SCENE 2750R RELEASED 1230R. CONDUCTED
 VS ON BRAVO-1 THEN CSC ON BRAVO-3.
- F. CGC CHEROKEE CONDUCTED CSC WITH CGNR 1425, CICS WITH
 COURAGEOUS 47 AND 82, THEN CSC WITH CGNR 2135.
- G. CGC CHEROKEE DEPARTED 1230R. ETA LITTLE CREEK 2200R.

2. SEARCH SUMMARY

SEARCH UNIT	PARENT ACTIVITY	AREA SEARCHED	POD PCT	SEARCH OBJECT	SCPTIES	SEARCH HOURS	HOURS ENROUTE
A. FIRST DAY/NIGHT							
EC130-1414	ECAS	--	-	--	1	1.5	1.2
HU16-2135	ECAS	5 MI RAD	55	RAFT	1	2.7	1.0
HU16-2135	ECAS	(TWICE)	82	RAFT	-	3.2	0.5
HU16-7209	ECAS	12 MI RAD	95	LIGHT	1	3.2	0.5
HU16-7209	ECAS	(TWICE)	95	LIGHT	-	-	-
HH52-1378	ECAS	5 MI X 3 MI	95	RAFT	2	2.1	1.0
HH52-1378	ECAS	1 MI RAD	100	LIGHT	-	-	-
HH52-1378	ECAS	(TWICE)	100	LIGHT	-	-	-
HH52-1425	ECAS	CLOSE-IN	-	-	2	2.3	1.8

F4J/155831

VF-103
 1-69A

12/12/68 132250Z

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HM52-1425	ECAS	4 MI RAD	122	LIGHT	-	-	-
H34-22	HC-6	8 MI X 4 MI	92	LIGHT	1	2.2	0.8
H34-47	HC-6	4 MI X 4 MI	95	RAFT	1	1.8	0.5
H34-945	OCEANA	5 MI X 5 MI	95	RAFT	1	2.5	0.5
H34-945	OCEANA	(TWICE)	95	RAFT	-	-	-
CGC CHEROKEE	-	--	--	--	-	4.3	3.8

B. SECOND DAY

HU16-2135	ECAS	15 MI RAD	95	RAFT	1	4.6	2.6
HU16-2135	ECAS	12 MI X 16 MI	95	RAFT	-	-	-
HM52-1425	ECAS	12 MI X 12 MI	95	RAFT	1	4.6	0.6
H34-82	HC-6	50 MI X .5 MI	95	RAFT	1	3.5	0.5
H34-32	HC-6	12 MI X 5 MI	95	RAFT	-	-	-
H34-47	HC-6	50 MI X .5 MI	95	RAFT	1	3.0	0.5
H34-47	HC-6	12 MI X 5 MI	95	RAFT	A	-	-
CGC CHEROKEE	-	12 MI X 36 MI	95	RAFT	-	12.5	7.5

C. TOTALS

HM52	ECAS	172 SQ MI	-	--	5	9.0	3.4
HU16	ECAS	1641 SQ MI	-	--	3	11.5	2.6
EC130	ECAS	-	-	--	1	1.5	1.2
H34	OCEANA	50 SQ MI	-	--	1	2.5	0.5

PAGE 4 RUEBNSA 2500 UNCLAS

H34	HC-6	248 SQ MI	-	--	4	10.5	1.8
CGC CHEROKEE	-	360 SQ MI	-	--	1	16.8	11.3

3. ALL ACTIVE SEARCH EFFORTS HAVE BEEN DISCONTINUED. EYE WITNESS REPORT OF PLAYMATE SUBSTANTIATED BY IMMEDIATE INTENSIVE SEARCH OF IMPACT POINT INCLUDING AREA WHERE CHUTES HIT WATER INDICATE THAT PILOT AND RADAR OBSERVER FAILED TO SUCCESSFULLY EJECT AT LOW ALTITUDE AND WERE LOST AT SEA IN POSN 36-24N 75-49W.

4. THE UNFORTUNATE CONCLUSION OF THIS INCIDENT IS REGRETTED, BUT THE QUICK ACTION AND WILLING COOPERATION OF ALL PARTICIPANTS IS APPRECIATED.

5. FOR COGARD ADECS MULTI UNIT CASE NO D-8268 APPLIES. CGC CHEROKEE WILL COMPLETE PART BRAVO CG-3272.

6. ACTIVE SEARCH SUSPENDED PENDING FURTHER DEVELOPMENTS.

BT

2500

han
132250Z

NNNNZ CZ CNASCB 759CZ CSLA 774
PTTUZYUW RUEBNSA0452 345043Z-UUUU--RUCILSA.
ZNR UUUUU
P 132433Z DEC 68
FM CCGDFIVE
TO ZEN/COM EAST AREA COGARD
INFO ZEN/CONDT COGARD
RUCILSA/HEL SUPPRON SIX
RUEBNBA/COMFAIR NORVA
RUEBEDA/NAS OCEANA
RUCILSA/USN AVIATION SAFETY CENTER
BT

A759/68

AI/AAD

~~UNCLAS~~
SITREP ONE DISTRESS F-4 NAVY 155831 CRASHED
1. SITUATION

A. 1445R CGAS ECITY RECD MAYDAY ON 243.0 MHZ FROM CLUBLEAF 211
THAT SUBJ CRASHED 152 RADIAL 40 MI FROM NAS OCEANA TACAN.

B. CLUBLEAF 211 ADVISED HE OBSERVED SUBJ SPINNING OUT OF
CONTROL AT LOW ALTITUDE AND THOUGHT HE SAW TWO EJECTION SEATS.
ON FIRST PASS OVER CRASH AREA HE OBSERVED TWO PARACHUTES IN
WATER 1000 FT EAST OF WRECKAGE AREA PARACHUTES DISAPPEARED ON
NEXT PASS.

C. WX VIS 20 MI, WND LIGHT AND VARIABLE, SEA SE AT 2 FT.

PAGE TWO RUEBNSA0452 ~~UNCLAS~~

2. ACTION TAKEN

A. 1445R EC 130E CGNR 1414 AND HH52A CGNR 1378 DIVERTED
FROM LOCAL OPS TO SCENE.

B. 1445R H34 NAVY RAZ 945 ENR FROM OCEANA ETA 1525R.

C. 1455R CG 1414 ON SCENE.

D. 1457R HH52A CGNR 1425 DPTD ECITY ETA 1515R.

E. 1459R HU16E CGNR 2135 DPTD ECITY ETA 1515R.

F. 1500R CG 1378 ON SCENE. CLUBLEAF 211 AND HUTGRASS 133 DPTD
SCENE. DATUM BUOY DROPPED.

G. 1518R H34 COURAGEOUS 47 FROM HCG NORVA ENR ETA 1543R.

H. 1555R CGC CHEROKEE DIVERTED FROM LOCAL OPS ETA 1930R.

I. 1639R CG 1425 ARR ECITY 1 SORTIE .7 HRS SEARCHED. SEARCH
AREA CONCENTRATED AT DATUM. PICKED UP VARIOUS DEBRIS.

J. 1653R HU16E CGNR 7229 DPTD ECITY TO RELIEVE OSC ETA 1715R.

K. 1715R CG 7229 ON SCENE RELIEVED OSC.

L. 1724R CG 1414 ARR ECITY. 1 SORTIE, 1.7 HRS SEARCHED.

M. 1730R CG 2135 ARR ECITY, 1 SORTIE 3.0 HRS SEARCH.

COMPLETED TWO VS SEARCHES, 2 MI TRACK SPACING, 5 MI RADIUS POD
FOR RAFT 55 PCT AND 52 PCT.

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DEC

F45/155831

VF-103 169A

12-12-68 130430Z

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N. 1732R CG 1425 DPTD FOR SEARCH. ETA 1750R.

O. 1739R COURAGEOUS 47 ARR NAS NORVA 1 SORTIE 1.8 HRS SEARCHED. CONDUCTED EXPANDING SQUARE ONE HALF MILE TRACK SPACING TO 4 MI FROM DATUM POD 95 PCT FOR RAFT.

P. 1748R RAZ 945 ARR OCEANA 1 SORTIE 2.5 HRS SEARCHED. SEARCHED 2.5 MI N AND S OF DATUM TO 5 MI E OF DATUM TRACK SPACE ONE HALF MI POD 95 PCT FOR RAFT.

Q. 1815R CG 1378 ARR ECITY. 2 SORTIES 2.1 HRS SEARCHED AS RAZ 945 TO WEST OF DATUM. ALSO TWO SECTOR SEARCHES 1 MI RADIUS FOR LIGHT OR FLARE AT DATUM POD 120 PCT.

R. 1859R COURAGEOUS 82 H46 FROM HCS DPTD NAS NORVA FOR SEARCH ETA 1925R.

S. 1940R CGC CHEROKEE ON SCENE 36-24N 75-45W. RELIEVED OSC AT 1950R.

T. NEW DEBRIS SIGHTING 36-12N 75-35.5W MARKED BY CG 7229 WITH FLOATING LIGHT.

U. 1955R CG 1425 ARR ECITY. 1 SORTIE 1.6 HRS SEARCHED VS PATTERN 1 MI TRACK SPACE TO 4 MI FROM DATUM BUOY. 100 PCT POD FOR ANY LIGHT.

V. 2035R CG 7229 ARR ECITY. 1 SORTIE 3.2 HRS SEARCHED TWO VS SEARCHES TO 10 MI WITH 2 MI TRACK SPACING. POD FOR FLARES

PAGE FOUR RUEBNSA2453 [REDACTED]

OR LIGHT 95 PCT.

W. 2201R COURAGEOUS 82 ARR NAS NORVA 1 SORTIE 2.2 HRS SEARCHED TO 8 MI N AND S OF DATUM TO 4 MI EAST. WEST TO SHORELINE. POD 90 PCT FOR ANY LIGHT.

3. FUTURE PLANS

A. UTILIZE TWO CG A/C, ONE NAVY HELO AND CHEROKEE FOR DAYLIGHT SEARCH

4. CASE PENDING.

BT

2452

p242

*Doc
1304302*

CZ CHASCE 747CZ CSLA 7:2
 FTI UZ YUW RUEBDA 8870 348922C-UUUU--RUCILSA.
 ZNS UUUUU
 P 8 130720Z DEC 68
 FM FTIRON ONE ZERO THREE
 TO RUEHAAA/CNO
 RUCILSA/NAVSAFECEH
 RUCILVA/NAVAIR SYSCOMREPLANT
 INFO RUEBNE/NAVAIR SYSCOMHQ
 RUEDKAD/COMFIVE
 RUCILSA/COMATKCARAIRWING THREE
 RUEBNEA/COMFAIRFORFOLK
 RUCILMA/COMNAVAIRLANT
 RUCINHA/NAVPLANTREPO STL
 RUVAAPA/NAVPLANTREPO EVANDALE
 RUEBNE/COMNAVMAT
 RUCLSKA/READATKCARAIRWING FOUR
 RUWJATA/READATKCARAIRWING TWELVE
 RUEBVA/CS FMPLANT
 RUWKA/CS FAPPAC
 RUWJUA/COMNAVAIRPAC
 RUEAD/D/DIR AFIP
 RUEDU/4/CI CLANTFLT
 RUWBA/D/IR AEROSPACE SAFETY WORTON AFB
 RUEBJA/COMNAVPERS

15747/68

AAR

Corrected Copy
 Undelined Portion
 Corrected

3750 PERL 1145Y MESSAGE REPORT AIRCRAFT ACCIDENT
 A. OPLAVINST 3752.6F
 1. 12 DEC 68, 1440Z, DAY
 2. 160 RADIAL/49 MILES, OCEANA TACAN
 3. F4J, 155831
 4. VF-123, 1-69A
 5. ALFA, AIRCRAFT LOST AT SEA
 6. O'CONNOR, CRAIG T., LT, (b) (6) USNR, 1315, ACTIVE, UNIFORM,
 TOTAL PILOT HOURS 427 TOTAL F4 HRS 125 PILOT HRS (98 DAYS) 66
 MK-H7 EJECTION SEAT UTILIZED.
 7. TYPER, ROGER D., LT, USNR, (b) (6) ACTIVE, UNIFORM,
 RADAR INTERCEPT OFFICER, MK-H7 EJECTION SEAT UTILIZED.
 8. NONE
 9. AIR INTERCEPT, VFR, LOCAL, DESTINATION-NAS OCEANA
 10. DURING PRACTICE INTERCEPT
 11. LEAD A/C WAS VECTORED TOWARD PLAYATE FOR PRACTICE INTERCEPT
 AND OBSERVED MULTIPLE RADAR TARGETS IN THE AREA. LEAD AIRCRAFT
 ACQUIRED VISUAL CONTACT WITH AIRCRAFT IN AN UPRIGHT SPIN. LEADER
 TRANSMITTED, EJECT. EJECT. TWO CHUTES WERE OBSERVED JUST PRIOR
 TO IMPACT WITH WATER. AIRCREW NOT RECOVERED. CONTINUING SAR IN
 PROGRESS.
 12. HIGH SCT CIRRIFORM, VIS 7, WIND LGT AND VAR, TEMP 47, DPT 17
 SEA COND CALM
 13. MAINTENANCE NOT CONSIDERED AS A FACTOR AT THIS TIME.
 14. MATERIAL FAILURE/MALFUNCTION NOT CONSIDERED AS A FACTOR AT
 THIS TIME.
 15. NONE
 16. NONE
 17. (b) (6) LCDR, USN, VF-123 ABO, AVN 555-1650 EXT 971, 972,
 973, A/C 103 423-2222 EXT 971.
 BT
 0070 F4J/155831 VF-103 1-69A
 81212 103
 12/12/68 130000Z